

In the Specification:

Please correct the 1st paragraph on page 5 to read as follows:

The process for forming a headliner is comprised of the steps of: placing a first sheet in a first frame, which tensions the sheet on at least two sides and preferably four, and transferring the first sheet into an oven; heating the first sheet in the oven to a predetermined temperature; transferring and vacuum molding the first sheet onto a half mold of a thermoforming mold forming a vacuum molded first headliner part; placing a second sheet in a second frame and transferring the second sheet into the oven or, if available, an alternate oven; heating the second sheet in the oven to a predetermined temperature; transferring and vacuum molding the second sheet onto an opposing half mold of the thermoforming mold forming a vacuum molded second ~~first~~ headliner part; compressing the half molds of the thermoforming mold fusing the vacuum molded first headliner part to the vacuum molded second headliner part, thereby forming a unified part having at least one interior compartment having impact cushioning; ejecting the unified part; and trimming and finishing the unified part. The first and second sheets are positioned in the thermoforming press such that, for sheets having a fusing adhesive, the fusing adhesives are face-to-face, and the fusing adhesive is not in contact with either the half mold. The process reduces the number of steps from forming two traditionally compression molded sheets and then uniting these sheets to a single two step vacuum molding process, which produces the sheets and then in the same mold combining the sheets into a unified part. The process can be amended to further comprise thermoforming the first sheet to have ~~the~~ cover-stock material forming a compression

molded covered first headliner part. After heating the first sheet in the oven to the predetermined temperature, the first sheet is transferred to a thermoforming mold having matched mold halves, and a cover-stock material is transferred to the thermoforming mold and the mold is compressed thereby fusing the cover-stock material to the first sheet forming a compression molded covered first headliner part. The process enables inline preparation of the headliner with a desired cover-stock, thereby forming a covered unified part. The cover-stock material can comprise an underlying layer of foam and an intra-layer adhesive. The process can additionally include adding a reinforcing scrim to the second sheet using compression molding therein forming a compression molded reinforced scrim second headliner part. After heating the second sheet in the oven to the predetermined temperature, transferring the heated second sheet to a thermoforming mold having matched mold halves, there is transferred a reinforcing scrim material to the thermoforming mold having matched mold halves. The mold is closed compressing and fusing the reinforcing scrim material to the second sheet forming a compression molded scrim reinforced second headliner part. The compression molded scrim reinforced second headliner part is then transferred onto the opposing half mold of the ~~vacuum~~ thermoforming mold. The thermoforming mold compresses the half molds, which adheres the layer of fusing adhesive on the compression molded covered first headliner part to the layer of fusing adhesive on the compression molded reinforced scrim second headliner part, thereby forming a covered reinforced scrim unified part. The covered reinforced scrim unified part is a headliner having high impact cushioning and an esthetically appealing cover-stock.

Please correct the last paragraph on page 12 to read as follows:

The lamination of the cover stock material to the first sheet can be incorporated into the manufacture of the headliner. Fig. 4 a two-stage oven inline process schematic for making a headliner having a cover-stock material. In the process the first sheet 18 is fed by an automatic loader 50 into a two-stage oven, where the first stage is a preheater 46 and the second stage is higher temperature oven 16. The ovens act also as a holding station for the sheets to be warmed while they are being prepared for molding. A frame transfers the first sheet to the preheater 46 and then to the oven 16, where it is warmed to the temperature needed for molding. Upon reaching the desired temperature the warmed first sheet 18 and the cover-stock material 26 on a frame 56 are transferred into a thermoforming mold 10, where the mold 10 is fitted with matched mold halves. The cover-stock is compression molded to the first sheet forming a compression molded covered first headliner part. The compression molded covered first headliner part is ejected, and the process is repeated until a sufficient quantity of covered first headliner parts have been produced. Similarly, the second sheet can be compression molded ~~to a~~ forming a compression molded reinforcing scrim second part using the cover stock frame 56. The matched halves are removed, and the mold 10 is set up for vacuum molding. The compression molded covered first headliner parts are then processed back through the line using vacuum forming, as required. From the auto-loader 50, the compression molded covered first headliner part and then the second sheet are fed into the preheater 46 and then the oven 16. The compression molded covered first headliner part 19 is positioned on the lower half mold 12, and the second sheet 20 is vacuum formed on the

upper half mold 14 forming the vacuum molded second headliner part 21, respectively. The headliner parts are then compression molded, wherein matching surfaces regionally cause the first and the second headliner parts to be compressed against each other, fusing and sealing the regions of compression. The compression unifies the two into a single covered unified part 22. The covered unified unified part 22 is ejected to the unload station and transferred to the trim station 54, where selvage and other finishing operations are performed. In a variation in process using the same equipment, after the first sheet is compression molded with the cover sheet forming the compression molded covered headliner first part, the top matched half mold can be removed, and the second sheet can be vacuum molded in the top half mold 14 forming vacuum molded forming a vacuum molded headliner second part. The two sheets can then be fused and sealed using compression molding. The addition of the cover-stock material is optional, and the process can be employed using sheets that either do not have a cover-stock material, or are pre-laminated with the liner cover stock. Of course, this also true for the reinforcing scrim.